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EDITORIAL

Save pastures with silage. Close cropping now is hard on them next summer. The same is true of the hayfields, particularly clover and alfalfa.

Not where a man starts, but the direction he goes, is what matters. Dr. Jas. W. Robertson began humbly on a Middlesex (Ont.) County farm, and stirring the curds in a cheese factory. To-day he is shaping the educational policy of a nation.

Now, at the beginning of settlement, it is of the utmost importance that New Ontario be populated with a select class of settlers. The pioneers of to-day are the parents of to-morrow's citizens. Not number, but quality, should be the watchword.

How high prices restrict consumption is indicated by the apple trade this autumn. When it comes to a case of forty or fifty cents a peck for fall and winter fruit, the majority of consumers draw back. They use apples very moderately at that price.

The right selection of seed corn on your farm will have been made to little purpose unless it is rightly cared for between gathering and next spring's sowing. Having seen to it that it is thoroughly dried, let it next be your care to protect it from damp, from insects, and from mice. Your seed-room is your treasure-house; let none of these robbers break in! Then, next spring, with clover-sod land awaiting the planter, your battle for an increased production per acre will be half won in advance.

Now that the season of winter feeding is at hand, it will pay to devote a few hours' study to means of saving steps by convenient arrangements in feeding. Nine unnecessary steps a day mean a mile of extra walking by spring. We figured up lately that a certain friend, by using a small measure to feed his cattle their meal, being thus obliged to go twice to a cow, had walked nearly two miles a year extra in feeding the cow farthest from the bin. Such waste steps spin out the chores, run up labor bills, make farming unnecessarily laborious, and reduce the time and energy for reading. Stop the leaks.

From one point of view, the colonization of New Ontario is, as Sir Jas. Whitney has pointed out, rather an expensive luxury for the taxpayers of Old Ontario, since it increases Provincial expenditure on roads, bridges, schools, etc., without increasing Provincial revenue. The Dominion treasury benefits, of course, through increase of customs and other revenue. On the other hand, we must remember that the bulk of our Provincial revenue in the past has been drawn from the timber and mineral resources in this same New Ontario, so that some return is justly due. The one particular branch of our Provincial public service vitally interested, from a business standpoint, in the settlement of the Northland is the Temiskaming & Northern Ontario Railway. Why not, then, cede it some contiguous townships to settle, as the C. P. R. handles its irrigation and other lands in the West? It looks as though the T. & N. O. Railway should have a Land Department, with a first class agricultural expert, to have charge of experimental demonstration and advisory work, and let it try its hand at settling the country.

If every publicly-operated utility were as efficiently and zealously managed as the Temiskaming & Northern Ontario Railway, the cause of Government and municipal ownership would make tremendous strides. Just as the average citizen who elects the representatives who employ officials and appoint commissions becomes educated by responsibility and develops his sense of probity, shall we be able successfully to enlarge our sphere of public ownership and public operation of public utilities, administering them in the interests of the people, rather than for the accumulation of dividends on privately-invested capital.

It augurs well when upright, capable business men with large private interests give cheerfully of their best ability for the promotion of great public projects, like the Hydro-electric enterprise and the Temiskaming & Northern Ontario Railway, placing service before salary, and seeking only the credit of achievement. It is such public spirit, developed throughout the whole fibre of our citizenship, that will make public ownership a success, with its tremendous potentialities of economic benefit to all our citizens. Nature never intended the resources of nations to be gobbled up by a few far-seeing capitalists. They belong to all the people, and all the people should profit.

One of the difficulties that has been met with in settling New Ontario is the cost of conveying settlers into it by railroad. The favorable rates offered by the T. & N. O. Railway have been offset by the comparatively high rates charged by the large railway systems, which connect with the T. & N. O. Railway at North Bay. Without the co-operation of the C. P. R. and the G. T. R., a favorable settlers' rate is impossible. The same applies to cars of ordinary freight. While there is a reasonable car rate to Liskeard, it does not extend to Cochrane, and a man shipping a car, say, from Renfrew to this point, is charged more than on a car from Renfrew to Winnipeg. It seems clear that here is a case for the intervention of the Dominion Railway Commission. It also indicates, incidentally, one of the evils of private ownership of railways, an evil which, while perhaps the lesser of two evils at present, will eventually be abolished when our citizens develop that sense of independence, probity and capacity that is requisite to make public ownership a success.

"The work of the Hydro-electric Power Commission is only begun. It is not finished until every part of the Province, from the largest centers to the smallest hamlets, is fed by these lines. No more coal oil, no more gas, and we hope, ere long, no more coal." With these words, Hon. Adam Beck, chairman of the Hydro-electric Power Commission, enunciated the lofty ambitions of that body of men, and their far-reaching responsibilities towards the whole population of the Province of Ontario. Through the faithful services of this, their own Commission, the people of Ontario will be supplied with heat, light and motive power at its actual cost, thus, in these imperative commodities, eliminating monopolistic control of the sources of supply and of prices. The execution of so great an enterprise on behalf of the people bears testimony to the development of a higher spirit in public service than we have been accustomed to see in Canada, and marks the beginning of that time when, in Ontario, at least, the people shall own and operate the public utilities.

Colonize New Ontario Now.

The settlement of New Ontario need not and should not await the filling up of Western Canada. Up in the clay belt of sixteen or twenty million acres, spreading out northward across the Height of Land to James' Bay, and sweeping in a tremendous base westward across the new Hinterland of the Province, is a marvellous region, offering certain very substantial advantages in comparison with the Prairie West. As Donald Sutherland, Director of Colonization, very well pointed out in our Exhibition Number, here is a timbered country affording a large supply of building material and fuel, besides pulpwood, telegraph poles, railroad ties, and other forest products, sale of which makes partial return for the clearing of the land. All kinds of opportunity for work at wages as high as \$2.00 a day, or still better in some cases, solve the new settler's problem of sustenance. Add to this, shelter from strong winds, and that inestimable boon, good water, not to mention the commercial advantage of navigable watercourses and numerous great water-powers, and it will be seen that a strong argument has been put up against the Western claim of being able to bring large areas promptly under the plow. As a matter of fact, much of the land now left in many parts of the West is not open prairie, but scrub land. Build on top of the foregoing catalogue of advantages the value of good local markets in Cobalt, Porcupine, and the dozens of other famous gold, silver, iron and other mining camps that are springing or will spring up, and remember again that the clay belt is on a direct line to the world's greatest export market. But the catalogue is not yet complete. New Ontario is pre-eminently a mixed-farming region. Clover thrives marvellously. Peas will probably prove a more uniform success when early, medium-strawed varieties are depended upon. Fall wheat is being extensively tried, with good indications of success. Potatoes and turnips yield well, and of super-excellent quality. As a stock-raising country, New Ontario is unquestionably better adapted than most parts of the West.

There are, of course, drawbacks. In summer the black flies are a pest, but will doubtless disappear with settlement. Lack of sufficient colonization roads is a serious handicap, retarding settlement. School and church facilities are liable to be lacking at first, and are not always of the best when they are provided in a new settlement. Conditions of life are for a time crude. It takes several years for a single pair of arms to make much impression on a green-bush homestead. Drainage, on some of the flatter homesteads, is a serious problem, though the lay of the country is such that, with settlement, it will nearly all be capable of advantageous drainage by means of the elaborate system of rivers and lakes which traverse it. In short, a young man with courage, muscle, grit, a little capital, and a reasonably good head, who goes into the north country to-day, sells the timber to advantage, and lets Nature assist him for the most part in stumping, can practically earn a farm by living on it, and in five years, if thrifty, may count himself worth four or five thousand dollars in stock and real estate. Not a few have done this, some better, and, while the majority have not done so well, it is generally attributable to lack of thrift and to the distractions of the mining fever, now cooling down, or of the ready dollar, which has prevented many from putting the steady work on their homesteads which would in the end yield them better returns. Wage-earners seldom save much. It is the man who strikes root into the soil, or invests in a thrifty business, who ultimately gets ahead.